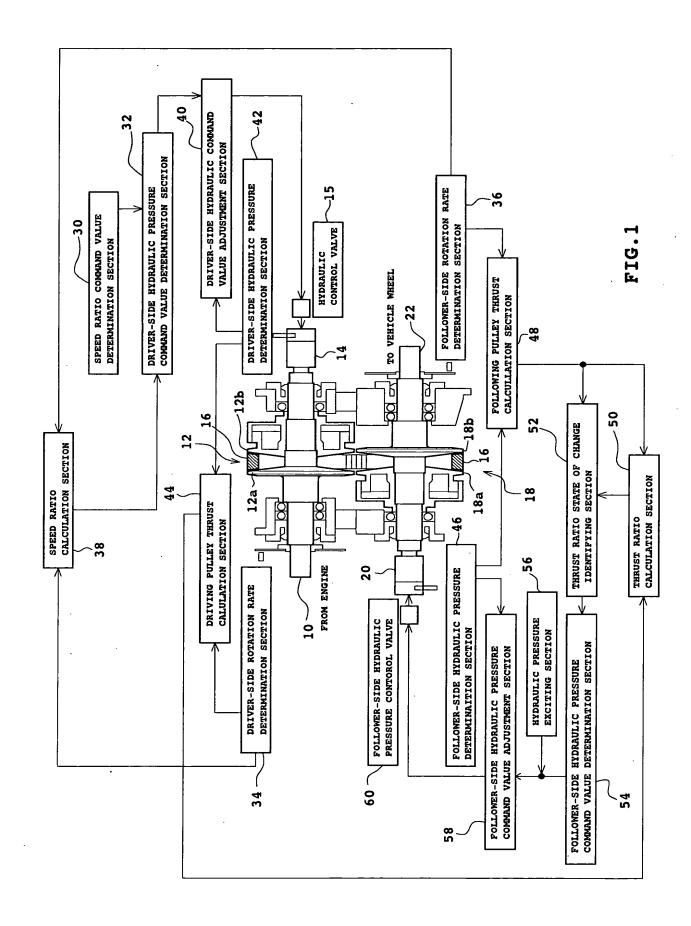


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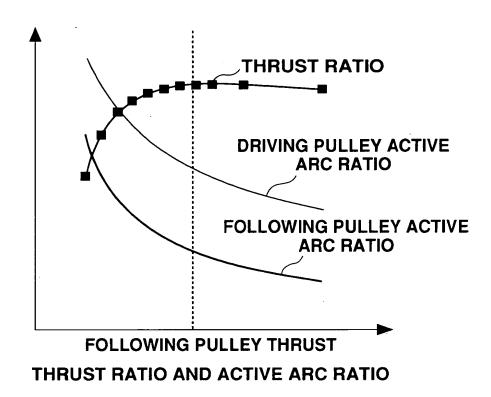
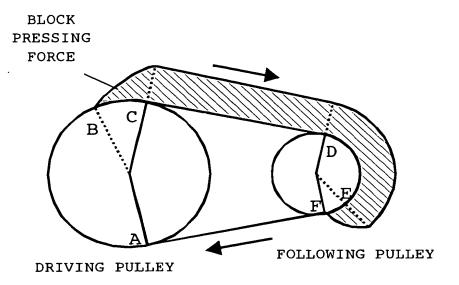


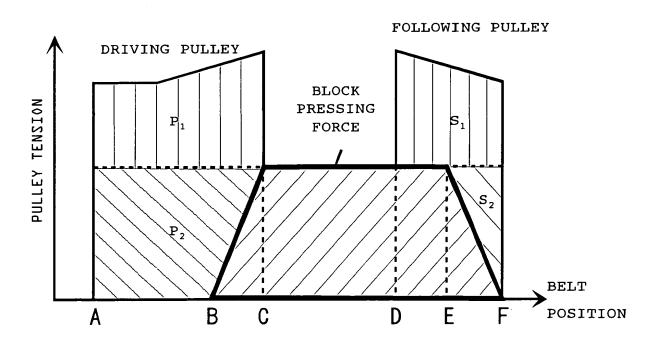
FIG. 2





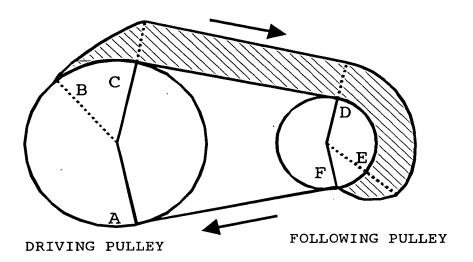
CASE WITH EXCESS THRUST

FIG. 3



THRUST RATIO IN CASE WITH EXCESS THRUST

FIG. 4



CASE WITH DECREASED THRUST

FIG. 5

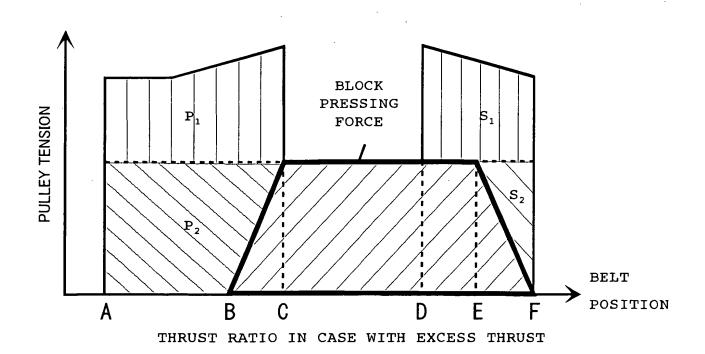
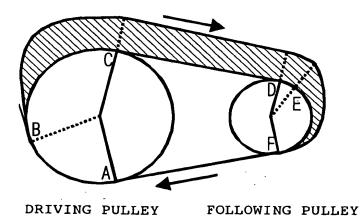
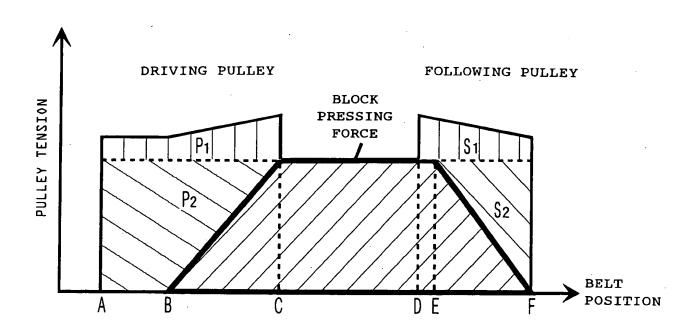


FIG. 6



CASE WITH FURTHER DECREASED THRUST

FIG. 7



THRUST RATIO IN CASE WITH FURTHER DECREASED THRUST

FIG. 8

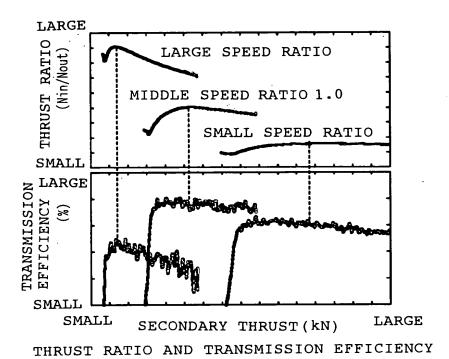


FIG.

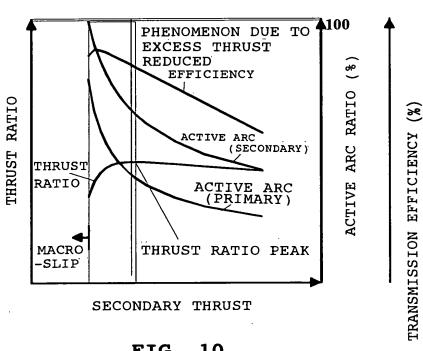
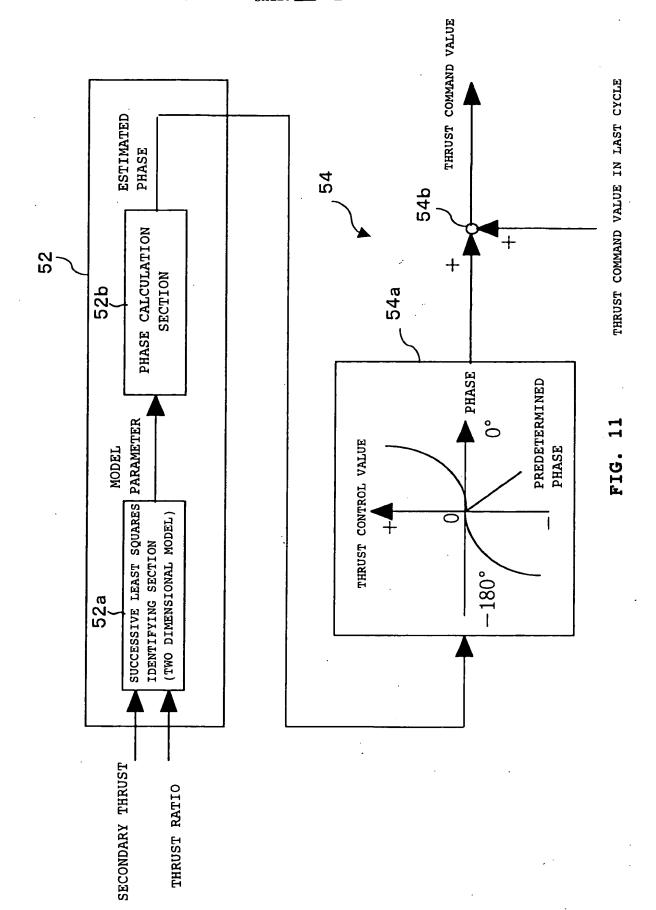


FIG. 10

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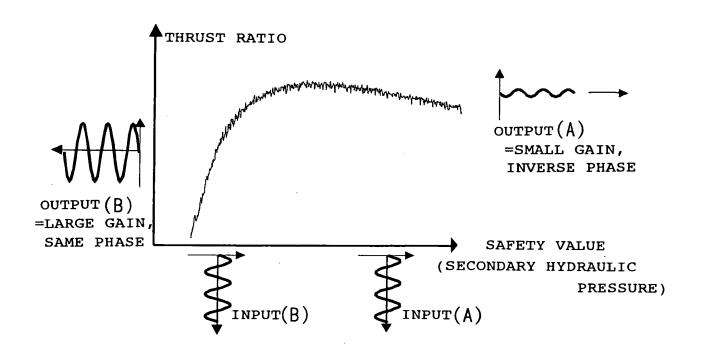
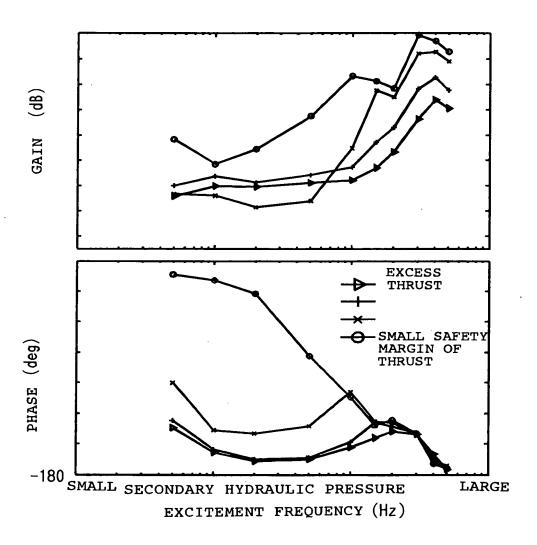


FIG. 12



HYDRAULIC PRESSURE-THRUST RATIO TRANSMISSION CHARACTERISTICS

FIG. 13

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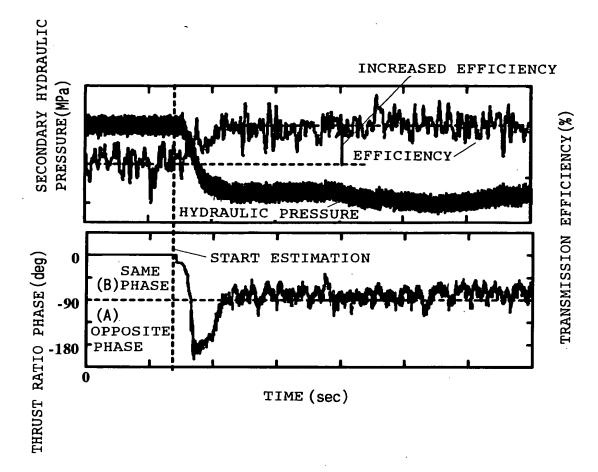
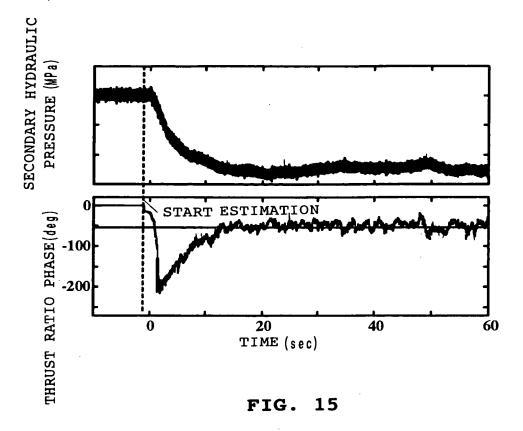
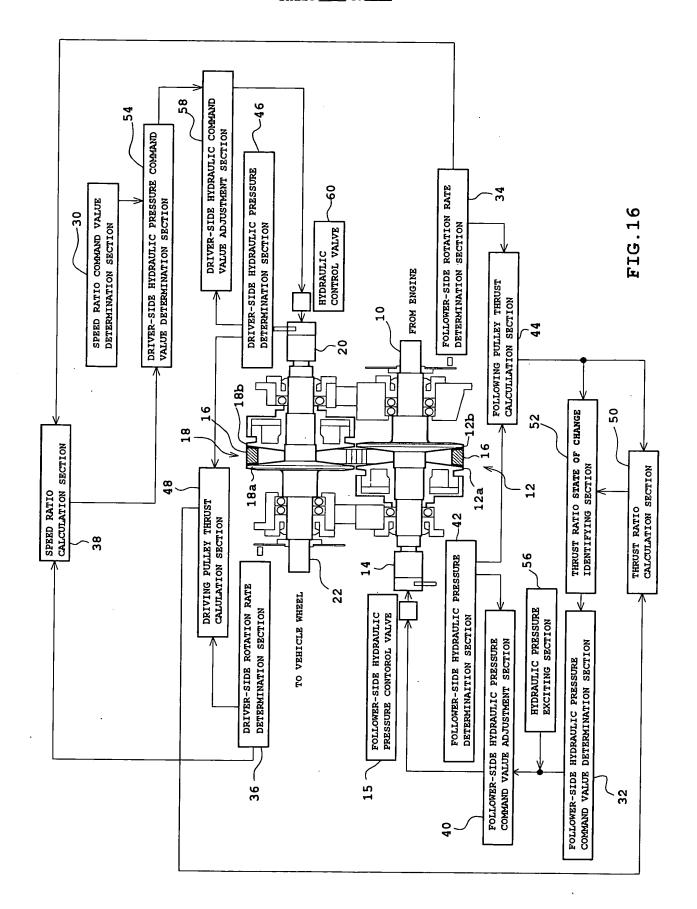
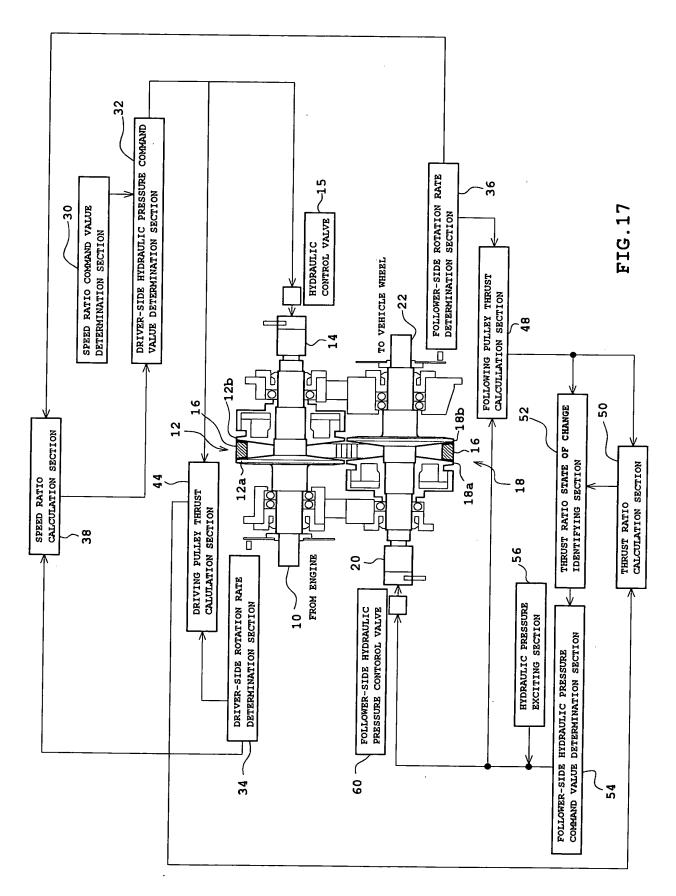


FIG. 14



OBLON, SPIVAK, ET AL DOCKET #: 220151US3 INV: Hiroyuki NISHIZAWA, et al. SHEET <u>12</u> OF <u>30</u>





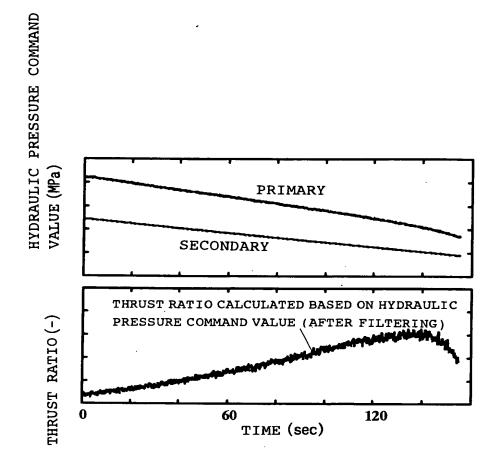
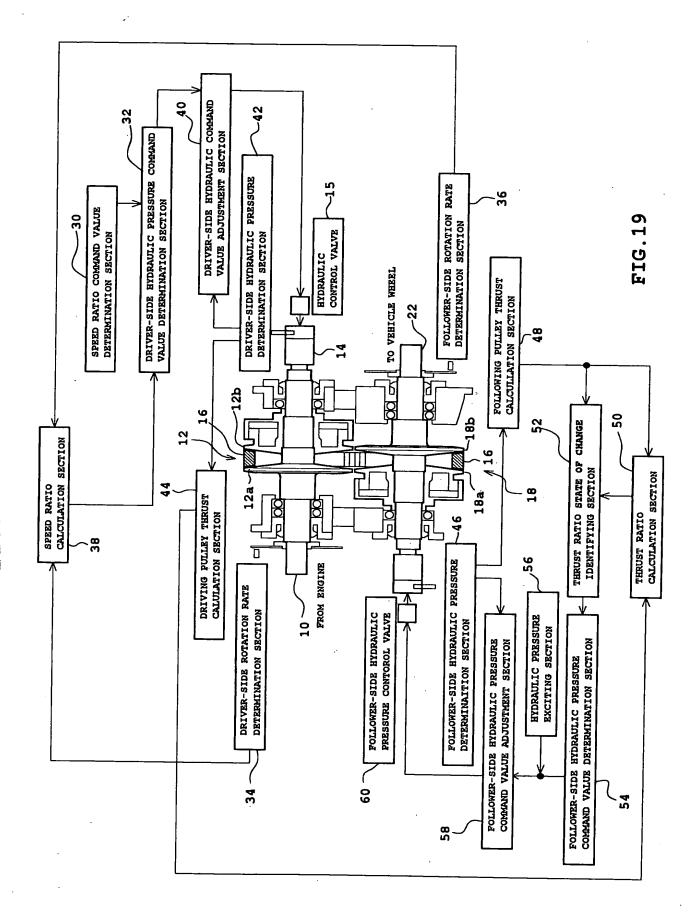
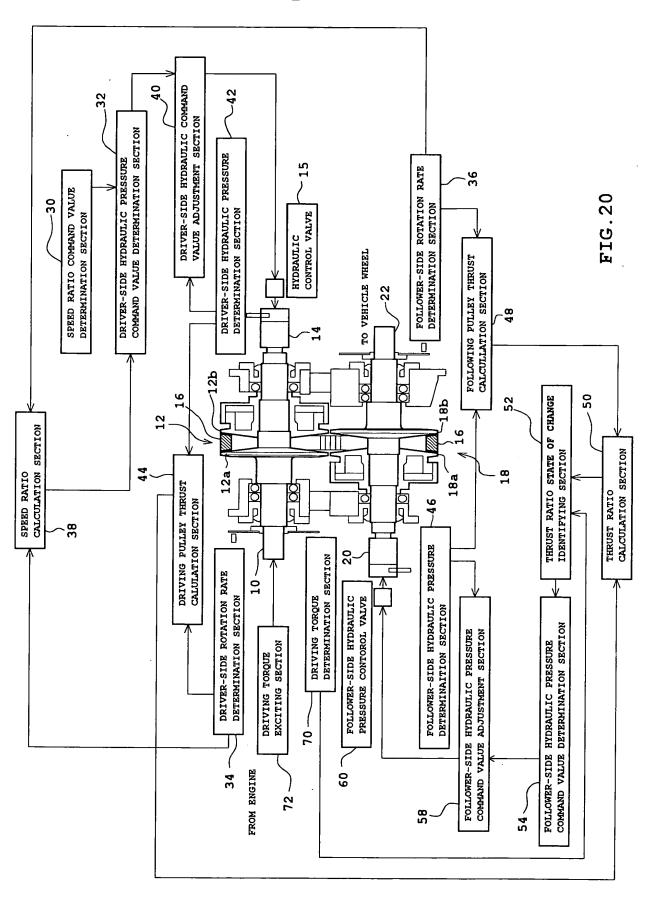
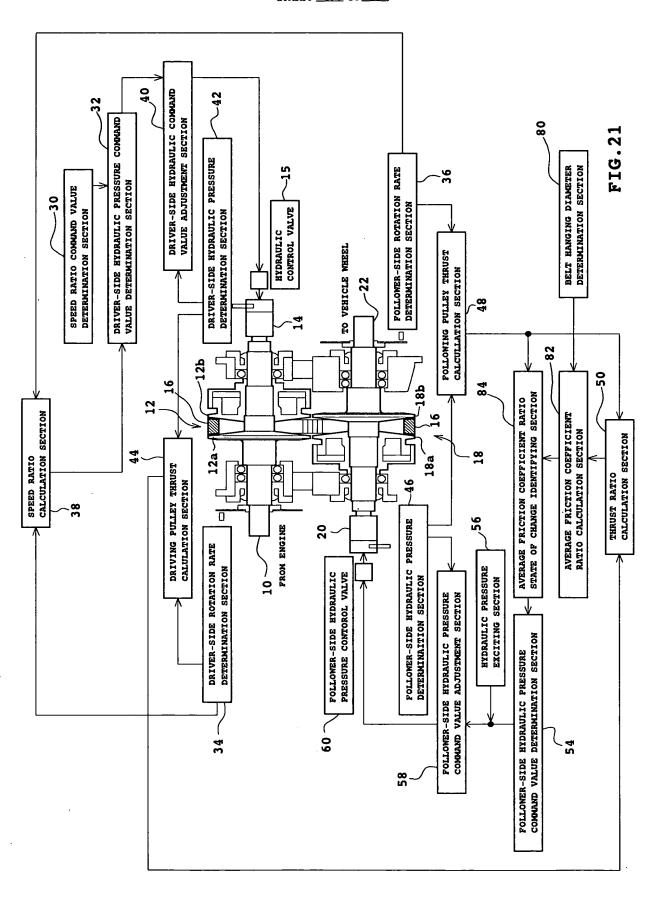
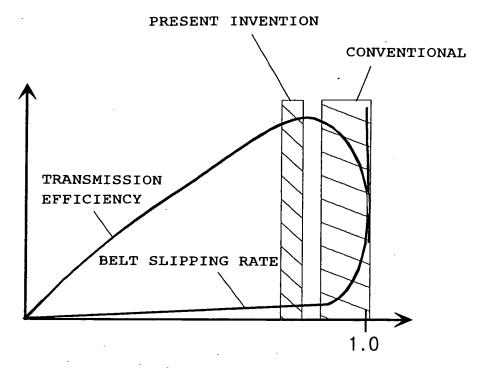


FIG. 18









TRANSMISSION TORQUE/TRANSMISSION TOLERANCE TORQUE

FIG. 22

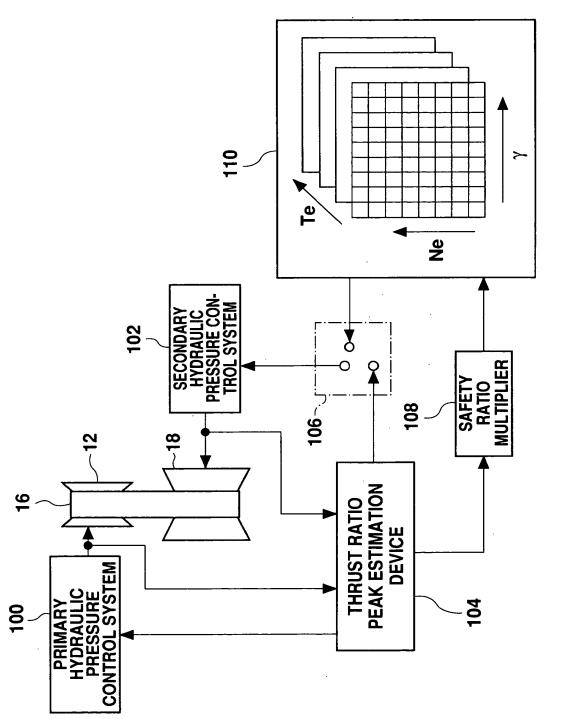
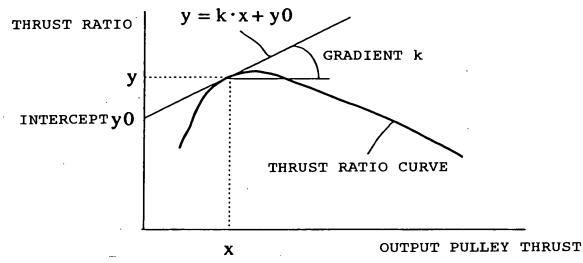
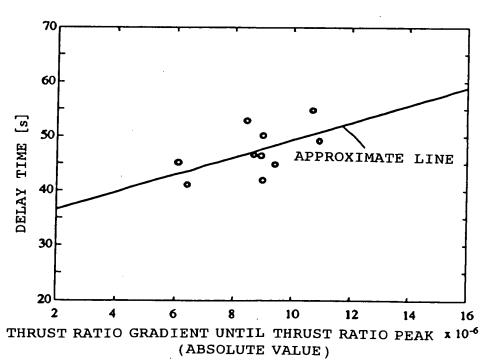


FIG. 23



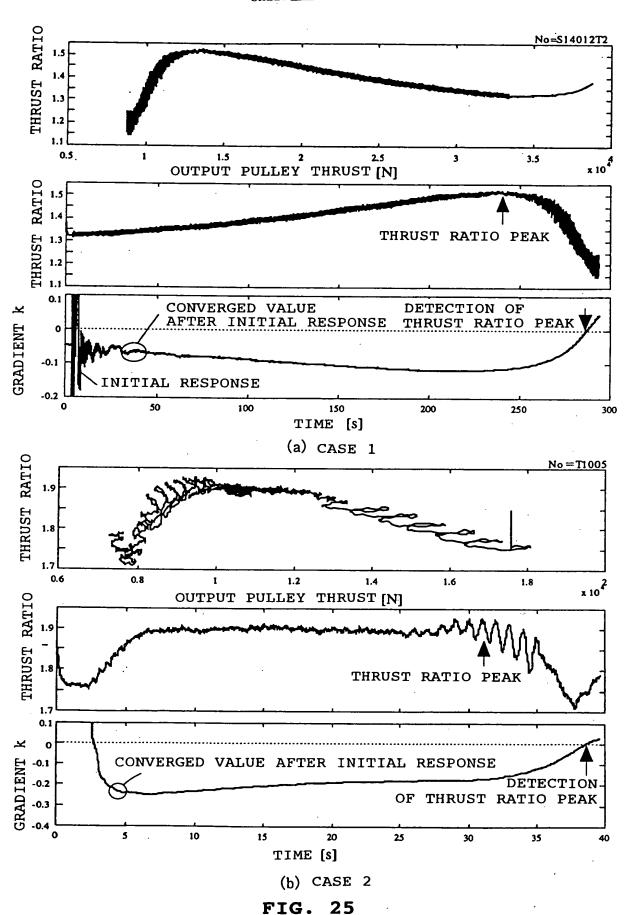
APPROXIMATE METHOD OF THRUST RATIO AT OPERATION POINT

FIG. 24



DELAY TIME Δ t RELATIVE TO THRUST RATIO GRADIENT (CHANGE)

FIG. 26



OBLON, SPIVAK, ET AL DOCKET #: 220151US3 INV: Hiroyuki NISHIZAWA, et al. SHEET _22_ OF_30_

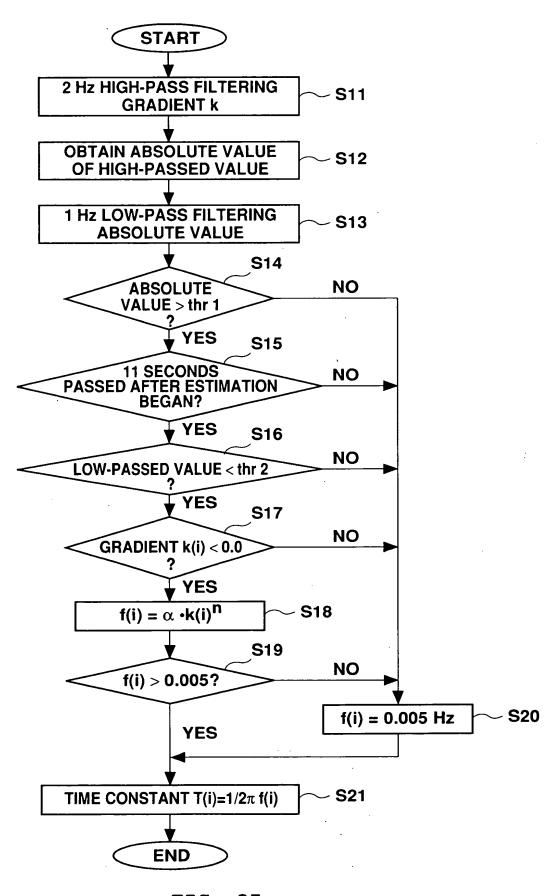


FIG. 27

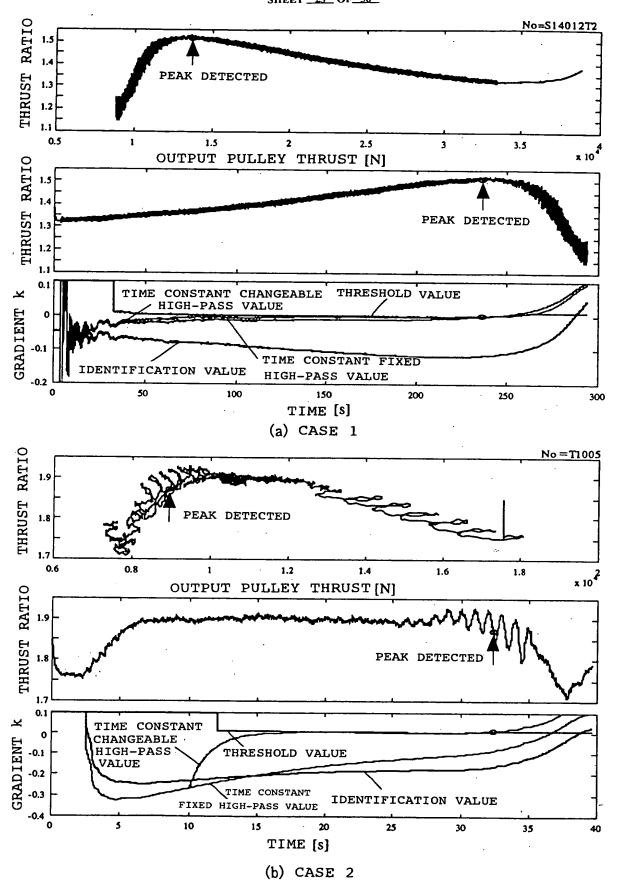


FIG. 28

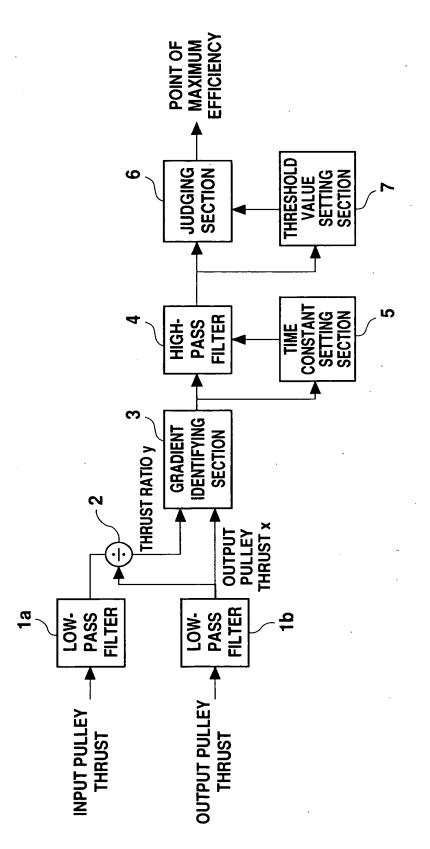


FIG. 29

SPEED RATIO, INPUT TORQUE

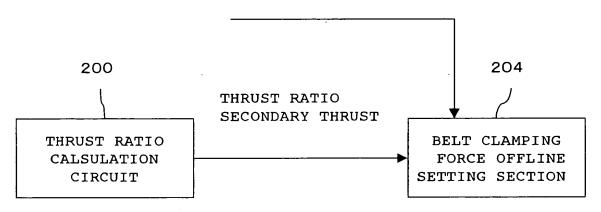
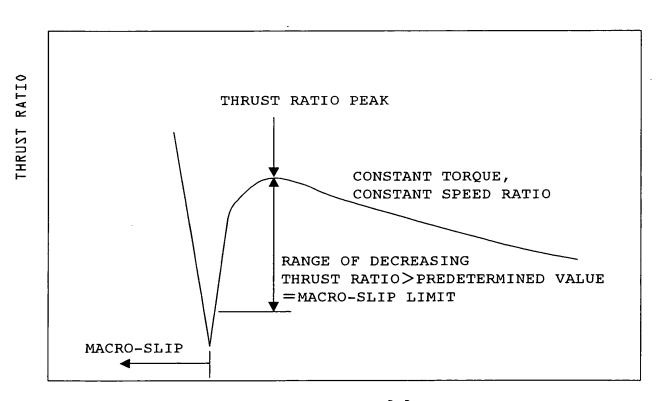


FIG. 30



SECONDARY THRUST[N]

FIG. 31

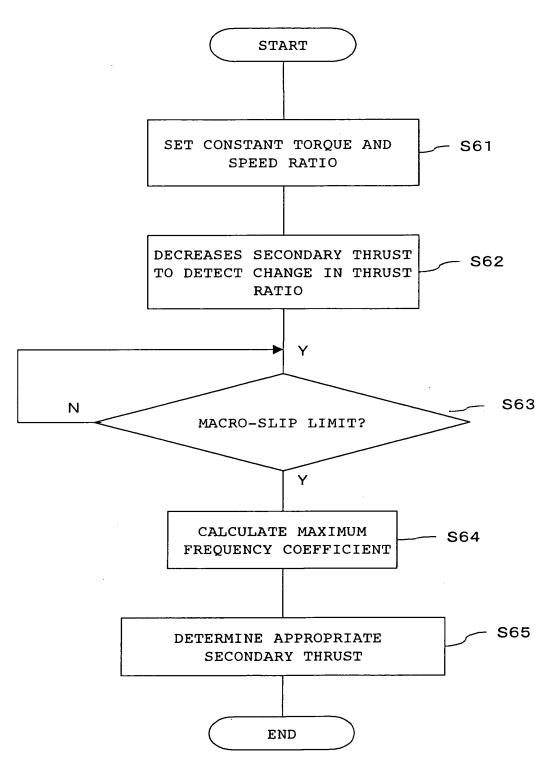


FIG. 32

SPEED RATIO, INPUT TORQUE

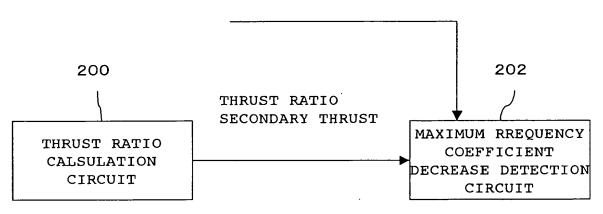
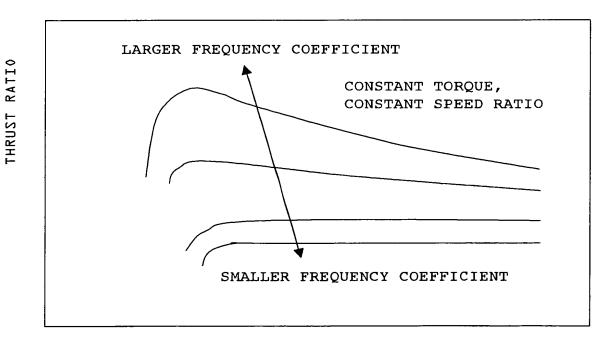
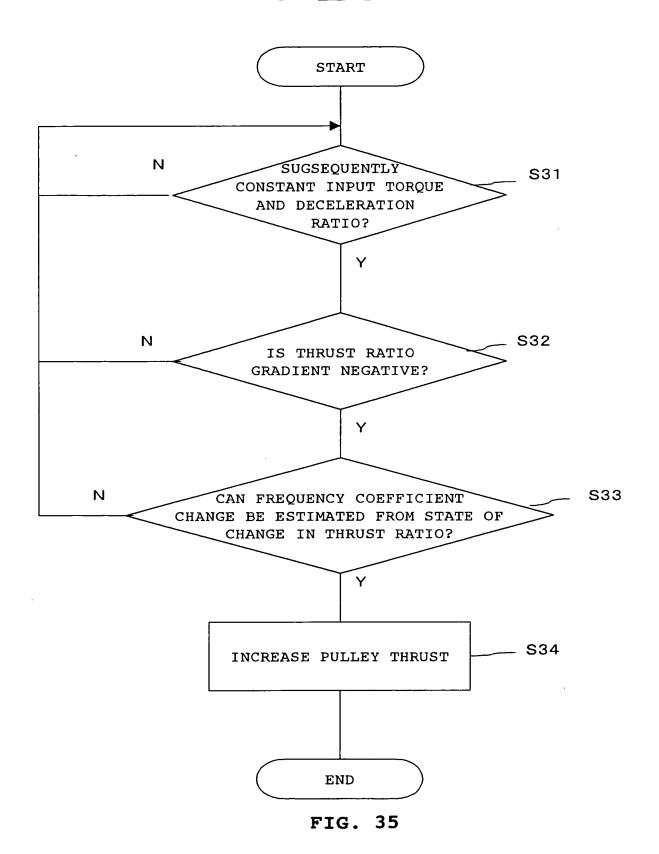


FIG. 33



SECONDARY THRUST[N]

FIG. 34



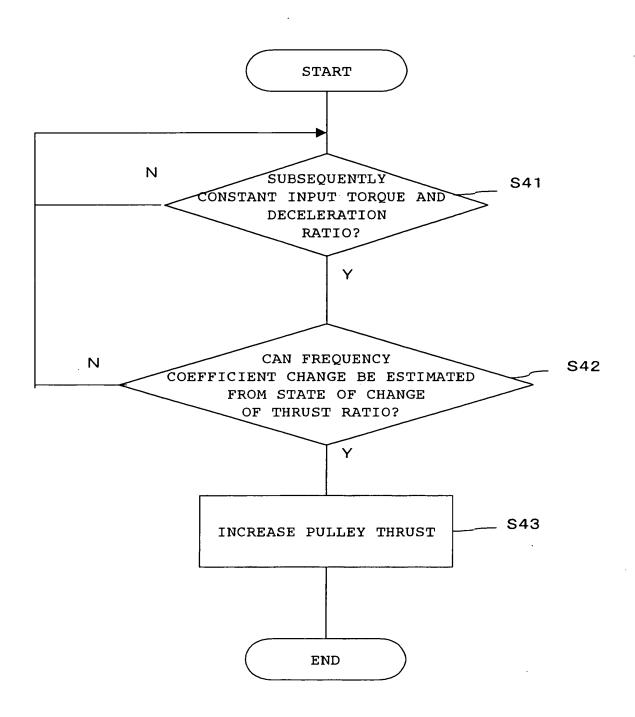


FIG. 36

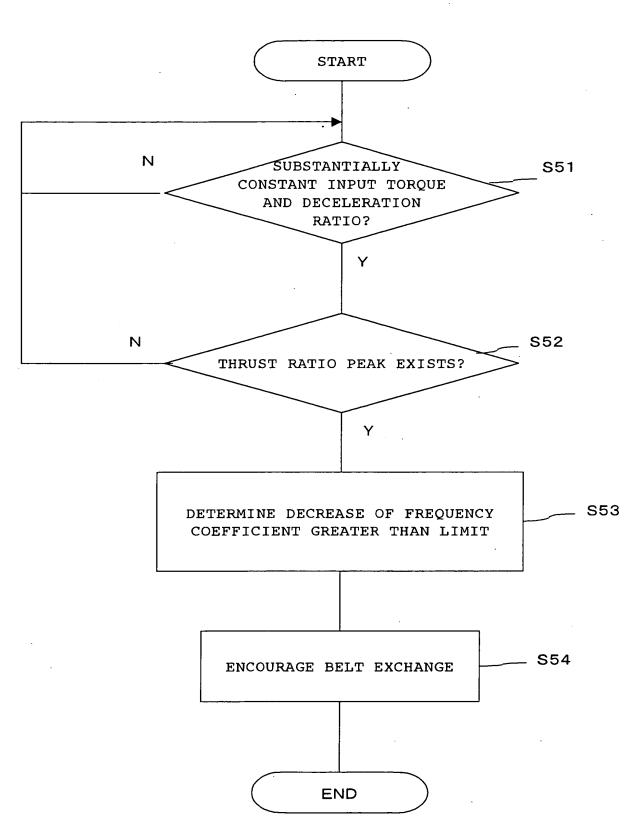


FIG. 37